



ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY

1333 BROADWAY, SUITE 220 • OAKLAND, CA 94612 • PHONE: (510) 836-2560 • FAX: (510) 836-2185
E-MAIL: mail@accma.ca.gov • WEB SITE: accma.ca.gov

I-680 Smart Carpool Lane Policy Advisory Committee

Thursday, August 4, 2005

2:30 PM

Niles Room

City of Fremont

Planning and Engineering Offices

39550 Liberty Street

Fremont, CA 94537

Agenda

1. Introductions

2. Election of Chair and Vice Chair

3. Responsibilities of the Policy Advisory Committee*

Information

The Policy Advisory Committee was established by the Boards of ACTIA, ACCMA and VTA to provide policy oversight until the Joint Powers Agreement has been executed. The attached memo identifies the roles and responsibilities included in the State statute.

4. Overview of the I-680 Smart Carpool Lane (including schedule)*

Information

The consultants will present the attached overview of the project including project description, preliminary design, schedule and status report.

5. Joint Powers Agreement: Status Report*

Information

The draft Joint Powers Agreement has been completed and distributed for review by the participating agencies: ACTIA, VTA and the ACCMA. The draft has been prepared based on the "[Framework for the I-680 Sunol SMART Carpool Lane Joint Powers Authority \(SSCLJPA\) 4-Year Pilot Project](#)" (attached) approved by the three agencies in January. The comments from the agency staff will be incorporated into the final JPA. It is expected that the JPA will be approved by the three Boards this fall.

6. Public Outreach: Scope of Work for Phase 1*

Action

The Committee is requested to review and approve the attached scope of work for Phase 1 of the Public Outreach Program for the Smart Carpool Lane. The first phase includes a public information meeting(s) to be held in late September, stakeholder interviews, and assistance in the formation and facilitation of a Task Force. CMA staff has issued an Request for Proposals and the CMA Board has authorized staff to enter into a contract for services once the consultant has been selected. Staff expects the consultants to begin work by the end of August. The consultant community has been notified that the scope of work could change based on the input from the Policy Advisory Committee.

7. Regular Meeting Date/Location

Action

The Committee is requested to approve a regular monthly meeting date and location.

8. Adjourn

Memorandum

Date: July 26, 2005
To: I-680 Smart Carpool Lane PAC
From: Jean Hart, Deputy Director ACCMA
Subject: Responsibilities of the Policy Advisory Committee

The Policy Advisory Committee was formed to provide policy oversight during the design of the I-680 Smart Carpool Lane. Representation on the Committee consists of two members from Alameda County Transportation Improvement Authority (ACTIA), two members from Alameda County Congestion Management Agency (ACCMA) and one member from Santa Clara Valley Transportation Authority (VTA). The respective agencies designate the specific members who will serve on the PAC. The Committee will serve in the interim until the Joint Powers Agreement for the Smart Carpool Lane has been approved. It is expected that the members of the PAC will continue to serve as the Joint Powers Board (JPB).

The powers of the JPA/JPB are described in the State legislation authorizing the I-680 Smart Carpool Lane. The legislation specifically states:

Sunol Smart Carpool Lane Joint Powers Authority (SSCLJPA), consisting of the Alameda County Congestion Management Agency, Alameda County Transportation Improvement Authority, and the Santa Clara Valley Transportation Authority, may conduct, administer, and operate a value pricing high-occupancy vehicle program on the Sunol Grade segment of State Highway Route 680 (Interstate 680) in Alameda and Santa Clara Counties

The duties of the JPB will be defined in the Joint Powers Agreement. The major duties of the Board are to approve the design and operations of the Smart Lane; adopt an annual budget, adopt a biennial Expenditure Plan based on the forecasted revenues generated by the Smart Lane; establish the fee structure for the use of the lane; and adopt the required reports to the State Legislature.

I-680 Smart Carpool Lane Pilot Project



Alameda County Congestion Management Agency

In partnership with

- Alameda County Transportation Improvement Authority
- Santa Clara Valley Transportation Authority

In cooperation with

- Caltrans
- California Highway Patrol



I-680 Corridor / Smart Lane Limits



I-680 Smart Carpool Lane Preliminary System Concept

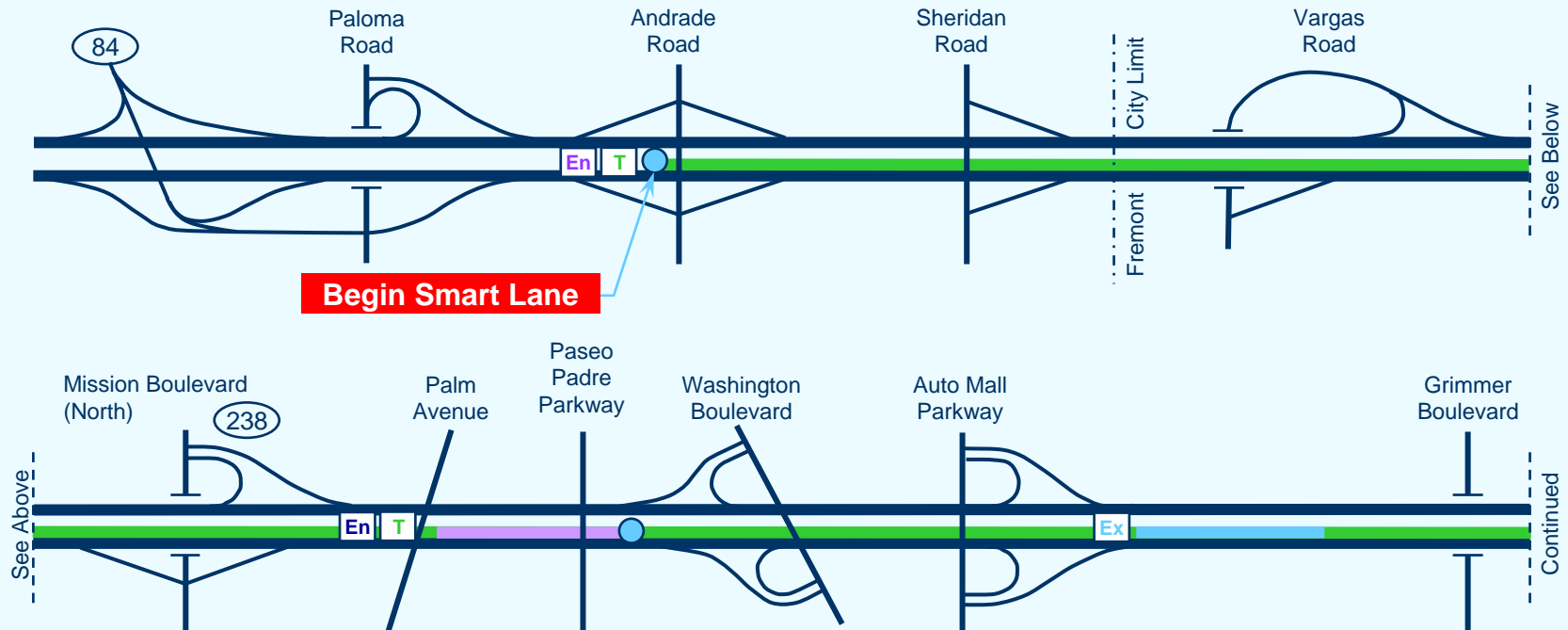
- All Electronic Toll Collection System (ETS)
- Smart Carpool Lane separated from general purpose lanes with striping only
- Controlled access to the Smart Carpool Lane
- Full interoperability with FasTrak ETC System
- Integration with BATA Customer Service and Account Management System
- Visual enforcement by the CHP assisted by electronic equipment

Configuration Alternatives

- Alternative 1: No Build
- Alternative 2: Single entrance and single exit
- Alternative 3: Single intermediate entrance/exit
- Alternative 4: Multiple entrances and exits

Alternative 4 Route Schematic

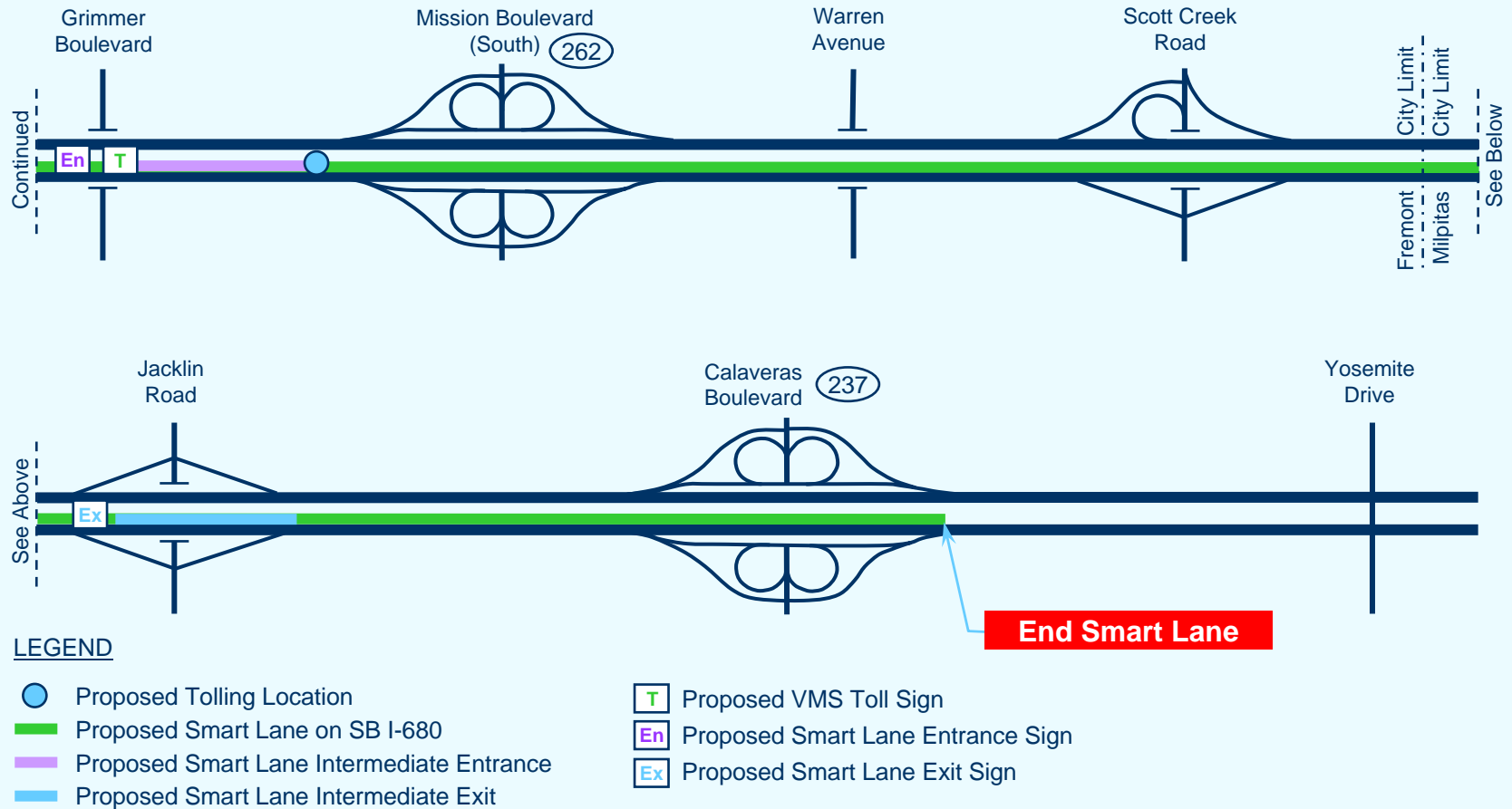
Route 84 to Grimmer Boulevard



LEGEND

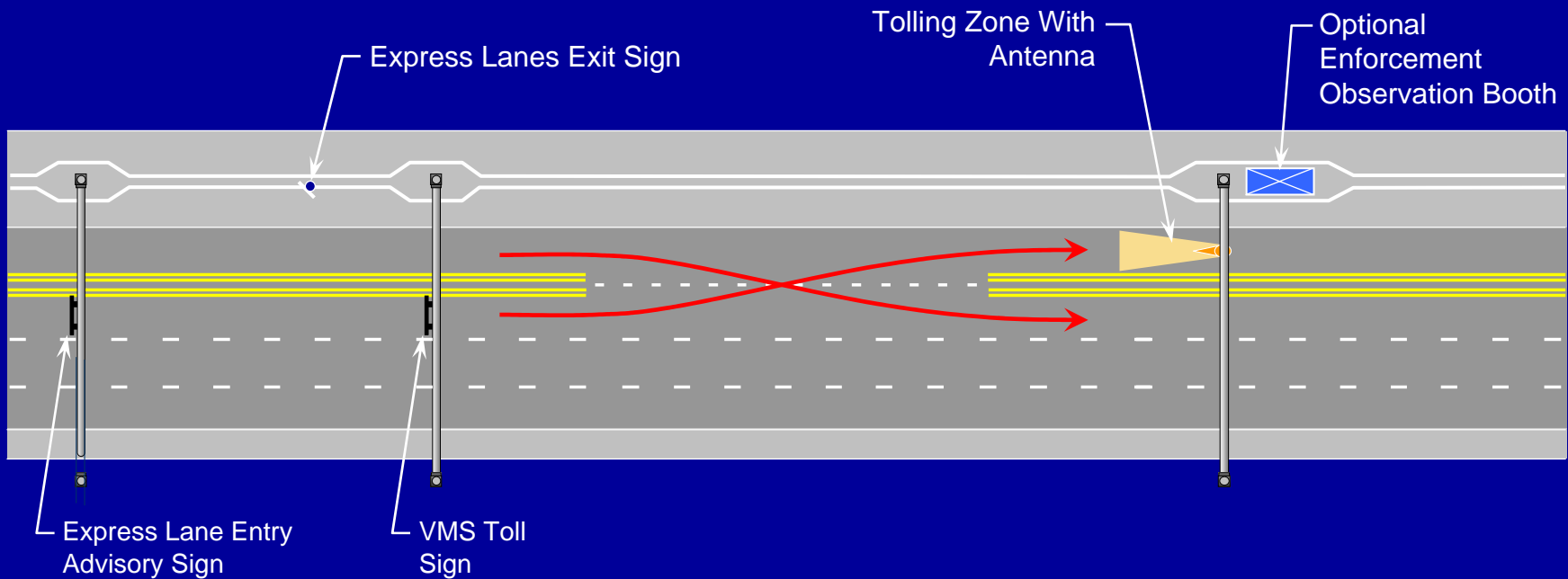
- Proposed Tolling Location
- Proposed Smart Lane on SB I-680
- Proposed Smart Lane Intermediate Entrance
- Proposed Smart Lane Intermediate Exit
- Proposed VMS Toll Sign
- Proposed Smart Lane Entrance Sign
- Proposed Smart Lane Exit Sign

Alternative 4 Route Schematic Grimmer Boulevard to Route 237



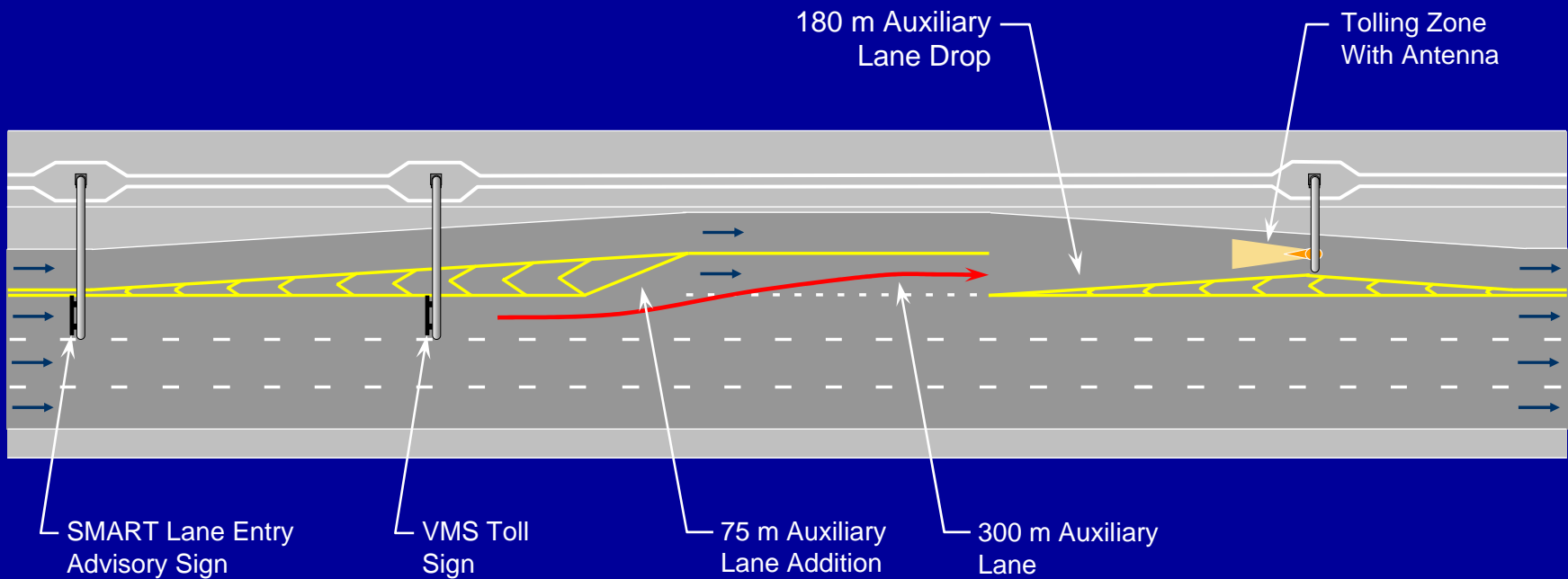
Option 1

Intermediate Access / Tolling Zone Concept



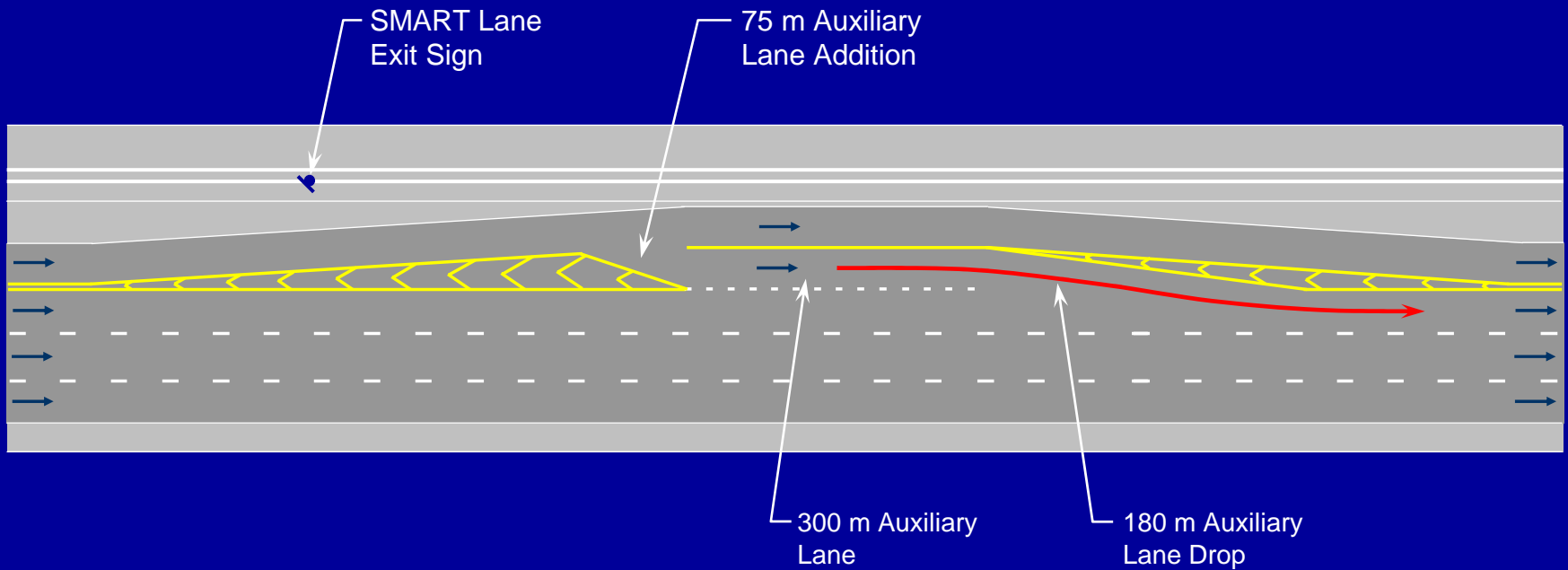
Option 2

Intermediate Entrance / Tolling Zone Concept

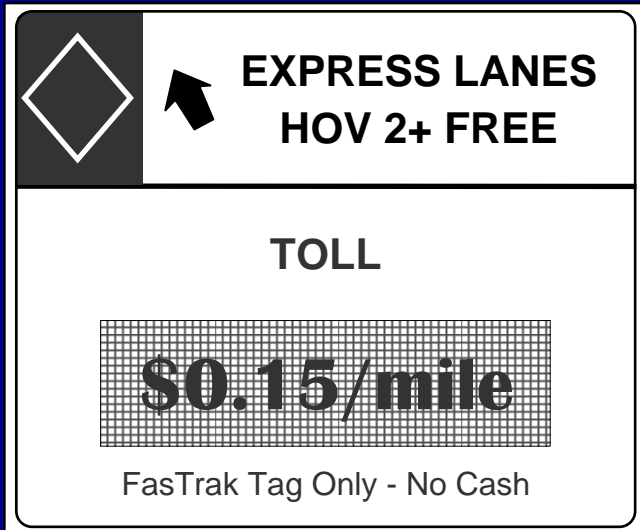


Option 2

Intermediate Exit Concept



Sample HOT Lane Signing



EXPRESS LANES
HOV 2+ FREE

TOLL

\$0.15/mile


FasTrak Tag Only - No Cash

This sign is rectangular with a white background and a black border. The top section has a black background with a white diamond symbol and a black arrow pointing up and to the right. The text 'EXPRESS LANES' and 'HOV 2+ FREE' is in white. The bottom section has a white background with the word 'TOLL' in black. Below it, the toll amount '\$0.15/mile' is displayed in large, bold, black font on a grid background. At the bottom, the text 'FasTrak Tag Only - No Cash' is in a smaller black font.



EXPRESS LANES
HOV 2+ FREE

TOLL

To  To 

\$1.00 **\$2.50**

FasTrak Tag Only - No Cash

This sign is rectangular with a white background and a black border. The top section has a black background with a white diamond symbol and a black arrow pointing up and to the right. The text 'EXPRESS LANES' and 'HOV 2+ FREE' is in white. The bottom section has a white background with the word 'TOLL' in black. Below it, there are two toll amounts: '\$1.00' and '\$2.50', each displayed in large, bold, black font on a grid background. Above each amount is the word 'To' and a small shield icon with the number '262' and '237' respectively. At the bottom, the text 'FasTrak Tag Only - No Cash' is in a smaller black font.

MnPass Tolling Zone Equipment



System Enforcement Strategy

- Enforcement Agency:
 - California Highway Patrol
- Visual Enforcement from CHP
- Potential Technologies:
 - Enforcement Tag (audible tone)
 - Mobile Reader Enforcement (info. download)

MnPass antenna mounted on Police Car

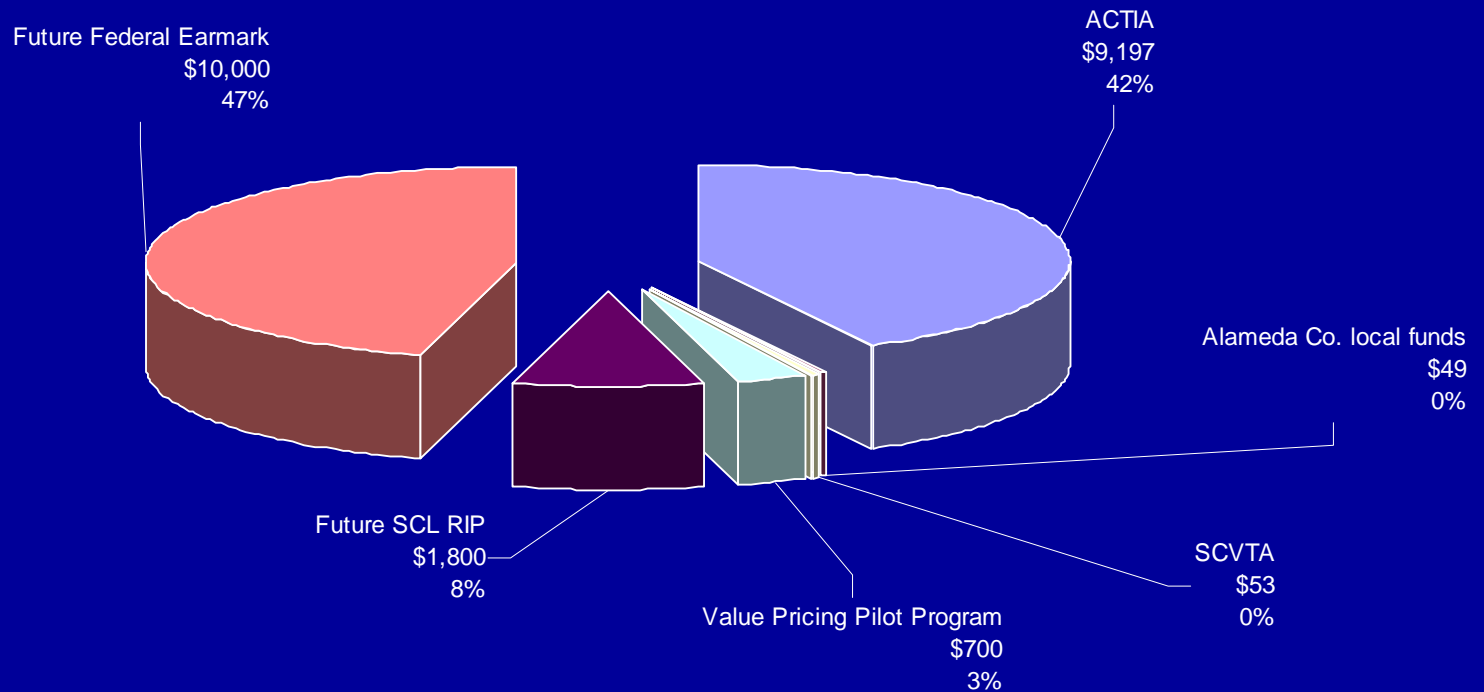


MnPass PDA Screen Showing Mobile Read Information



Project Funding

Total Project Budget: \$21.8 million



I-680 Smart Carpool Lane Schedule

(Dependent upon Available Funding)

	2004				2005				2006				2007				2008				2009				2010			
	Win	Spr	Sum	Fall	Win	Spr	Sum	Fall	Win	Spr	Sum	Fall	Win	Spr	Sum	Fall	Win	Spr	Sum	Fall	Win	Spr	Sum	Fall	Win	Spr	Sum	Fall
Scoping																												
Joint Powers Authority Formation																												
Public Outreach																												
Systems Engineering																												
Preliminary Engineering & Env. Clr.																												
Final Design																												
Right of Way																												
Utility Relocation																												
Construction (SB HOV Phase III)																												
Equipment Purchase/ETS Implem.																												

Open to Traffic



Key Issues/Risks

- Public Outreach Strategy and Timing
- Review of Toll System Design Documentation
- Funding of Caltrans HOV Project
- Funding of Smart Lane Project

Next Steps

- Develop Concept of Operations
- Approve Joint Powers Agreement
- Develop Agreements with Caltrans, BATA and CHP

BILL NUMBER: AB 2032 CHAPTERED
BILL TEXT

CHAPTER 418

FILED WITH SECRETARY OF STATE SEPTEMBER 9, 2004

APPROVED BY GOVERNOR SEPTEMBER 9, 2004

PASSED THE ASSEMBLY AUGUST 24, 2004

PASSED THE SENATE AUGUST 19, 2004

AMENDED IN SENATE AUGUST 16, 2004

AMENDED IN SENATE JULY 27, 2004

AMENDED IN SENATE JULY 8, 2004

AMENDED IN ASSEMBLY APRIL 29, 2004

AMENDED IN ASSEMBLY APRIL 12, 2004

INTRODUCED BY Assembly Members Dutra and Kehoe
 (Principal coauthor: Senator Alpert)
 (Coauthors: Assembly Members Shirley Horton and Houston)

FEBRUARY 13, 2004

An act to add Sections 149.4, 149.5, and 149.6 to the Streets and Highways Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

AB 2032, Dutra. HOT lanes: demonstration projects.

Existing law authorizes the Department of Transportation or local agencies with respect to highways under their respective jurisdictions to designate certain lanes for exclusive use by high-occupancy vehicles (HOVs). Existing law also authorizes the San Diego Association of Governments (SANDAG) to conduct, administer, and operate a value pricing and transit development program on a portion of Interstate 15 in San Diego County, under which single-occupant vehicles may use designated HOV lanes at certain times of day upon obtaining a permit and paying a fee, otherwise known as a "high-occupancy toll (HOT) lane."

This bill would authorize SANDAG, the Sunol Smart Carpool Lane Joint Powers Authority, the Santa Clara Valley Transportation Authority, and the Alameda County Congestion Management Agency to undertake similar value pricing programs involving various other HOT lanes under the jurisdiction of these sponsoring agencies. The bill would require net toll revenue generated by each program after payment of direct expenses to be allocated to the construction of high-occupancy vehicle facilities and the improvement of transit services pursuant to an expenditure plan adopted by the sponsoring agency. The bill would authorize the operation of the program by each agency for a period not to exceed 4 years after the agency first collects revenues for any of the authorized corridors, and would require a report to the Legislature by each sponsoring agency within 3 years. The bill would enact other related provisions.

THE PEOPLE OF THE STATE OF CALIFORNIA DO ENACT AS FOLLOWS:

SECTION 1. The Legislature finds and declares all of the following:

(a) High-occupancy toll (HOT) lanes allow single-occupant vehicles to access a high-occupancy vehicle (HOV) lane during peak congestion periods in exchange for paying an electronically collected fee. HOT lane facilities have been implemented and proven successful on freeways in California and elsewhere.

(b) HOT lanes provide an additional choice for users on occasions when saving time is of value to them. Research has illustrated that utilizing an HOV lane for a fee with assured reliable time savings is valuable to persons across the income spectrum. The income profile of HOT lane users does not differ greatly from that of adjacent mixed-flow lanes.

(c) HOT lanes create an alternative mechanism for financing transportation projects. Revenue generated from HOT lanes is used for transit services, highway maintenance, and other improvement within the HOT lane corridor.

(d) By providing the consumer a choice of paying a direct user fee for utilizing the unused capacity of the transportation system during peak periods, HOT lanes establish an equitable means of assessing a fee that is directly related to the burden placed on the transportation system.

(e) Toll collection for HOT lanes should be entirely by electronic means, and in accordance with Section 27565 of the Streets and Highways Code, which requires the use of equipment that is interoperable with electronic toll collection systems currently operating in California.

(f) HOT lanes increase the efficiency of the transportation system by taking advantage of existing capacity without forfeiting the congestion mitigation and air quality benefits provided by HOV lanes.

(g) Revenue from HOT lane operations would be reinvested in projects and services that provide traffic congestion relief in the HOT lane corridor.

SEC. 2. Section 149.4 is added to the Streets and Highways Code, to read:

149.4. (a) (1) Notwithstanding Sections 149 and 30800 of this code, and Section 21655.5 of the Vehicle Code, the San Diego Association of Governments (SANDAG) may conduct, administer, and operate a value pricing and transit development demonstration program on a maximum of two transportation corridors in San Diego County.

(2) The program, under the circumstances described in subdivision (b), may direct and authorize the entry and use of high-occupancy vehicle lanes in corridors identified in paragraph (1) by single-occupant vehicles during peak periods, as defined by SANDAG, for a fee. The amount of the fee shall be established from time to time by SANDAG, and collected in a manner determined by SANDAG. A high-occupancy vehicle lane may only be operated as a high-occupancy toll (HOT) lane during the hours that the lane is otherwise restricted to use by high-occupancy vehicles.

(b) Implementation of the program shall ensure that Level of Service C, as measured by the most recent issue of the Highway Capacity Manual, as adopted by the Transportation Research Board, is maintained at all times in the high-occupancy vehicle lanes, except that subject to a written agreement between the department and SANDAG that is based on operating conditions of the high-occupancy vehicle lanes, Level of Service D shall be permitted on the high-occupancy

vehicle lanes. If Level of Service D is permitted, the department and SANDAG shall evaluate the impacts of these levels of service of the high-occupancy vehicle lanes, and indicate any effects on the mixed-flow lanes. Continuance of Level of Service D operating conditions shall be subject to the written agreement between the department and SANDAG. Unrestricted access to the lanes by high-occupancy vehicles shall be available at all times. At least annually, the department shall audit the level of service during peak traffic hours and report the results of that audit at meetings of the program management team.

(c) Single-occupant vehicles that are certified or authorized by SANDAG for entry into, and use of, the high-occupancy vehicle lanes identified in paragraph (1) of subdivision (a) are exempt from Section 21655.5 of the Vehicle Code, and the driver shall not be in violation of the Vehicle Code because of that entry and use.

(d) SANDAG shall carry out the program in cooperation with the department pursuant to a cooperative agreement that addresses all matters related to design, construction, maintenance, and operation of state highway system facilities in connection with the value pricing and transit development demonstration program. With the assistance of the department, SANDAG shall establish appropriate traffic flow guidelines for the purpose of ensuring optimal use of the express lanes by high-occupancy vehicles without adversely affecting other traffic on the state highway system.

(e) (1) Agreements between SANDAG, the department, and the Department of the California Highway Patrol shall identify the respective obligations and liabilities of those entities and assign them responsibilities relating to the program. The agreements entered into pursuant to this section shall be consistent with agreements between the department and the United States Department of Transportation relating to this program and shall include clear and concise procedures for enforcement by the Department of the California Highway Patrol of laws prohibiting the unauthorized use of the high-occupancy vehicle lanes. The agreements shall provide for reimbursement of state agencies, from revenues generated by the program, federal funds specifically allocated to SANDAG for the program by the federal government, or other funding sources that are not otherwise available to state agencies for transportation-related projects, for costs incurred in connection with the implementation or operation of the program.

(2) The revenue generated from the program shall be available to SANDAG for the direct expenses related to the operation (including collection and enforcement), maintenance, and administration of the demonstration program. Administrative expenses shall not exceed 3 percent of the revenues.

(3) All remaining revenue generated by the demonstration program shall be used in the corridor from which the revenue was generated exclusively for preconstruction, construction, and other related costs of high-occupancy vehicle facilities and the improvement of transit service, including, but not limited to, support for transit operations pursuant to an expenditure plan adopted by SANDAG.

(f) Not later than three years after SANDAG first collects revenues from any of the projects described in paragraph (1) of subdivision (a), SANDAG shall submit a report to the Legislature on its findings, conclusions, and recommendations concerning the demonstration program authorized by this section. The report shall include an analysis of the effect of the HOT lanes on the adjacent

mixed-flow lanes and any comments submitted by the department and the Department of the California Highway Patrol regarding operation of the lane.

(g) The authority of SANDAG to conduct, administer, and operate a value pricing and transit development program on a transportation corridor pursuant to this section shall terminate on that corridor four years after SANDAG first collects revenues from the HOT lane project on that corridor. SANDAG shall notify the department by letter of the date that revenues are first collected on that corridor.

SEC. 3. Section 149.5 is added to the Streets and Highways Code, to read:

149.5. (a) (1) Notwithstanding Sections 149 and 30800 of this code, and Section 21655.5 of the Vehicle Code, the Sunol Smart Carpool Lane Joint Powers Authority (SSCLJPA), consisting of the Alameda County Congestion Management Agency, Alameda County Transportation Improvement Authority, and the Santa Clara Valley Transportation Authority, may conduct, administer, and operate a value pricing high-occupancy vehicle program on the Sunol Grade segment of State Highway Route 680 (Interstate 680) in Alameda and Santa Clara Counties and the Alameda County Congestion Management Agency may conduct, administer, and operate a program on a corridor within Alameda County for a maximum of two transportation corridors in Alameda County pursuant to this section in coordination with the Metropolitan Transportation Commission and consistent with Section 21655.6 of the Vehicle Code.

(2) The program, under the circumstances described in subdivision (b), may direct and authorize the entry and use of the high-occupancy vehicle lanes in the corridors identified in paragraph (1) by single-occupant vehicles for a fee. The fee structure for each corridor shall be established from time to time by the administering agency. A high-occupancy vehicle lane may only be operated as a high-occupancy toll (HOT) lane during the hours that the lane is otherwise restricted to use by high-occupancy vehicles.

(3) The administering agency for each corridor shall enter into a cooperative agreement with the Bay Area Toll Authority to operate and manage the electronic toll collection system.

(b) Implementation of the program shall ensure that Level of Service C, as measured by the most recent issue of the Highway Capacity Manual, as adopted by the Transportation Research Board, is maintained at all times in the high-occupancy vehicle lanes, except that subject to a written agreement between the department and the administering agency that is based on operating conditions of the high-occupancy vehicle lanes, Level of Service D shall be permitted on the high-occupancy vehicle lanes. If Level of Service D is permitted, the department and the administering agency shall evaluate the impacts of these levels of service of the high-occupancy vehicle lanes, and indicate any effects on the mixed-flow lanes. Continuance of Level of Service D operating conditions shall be subject to the written agreement between the department and the administering agency. Unrestricted access to the lanes by high-occupancy vehicles shall be available at all times. At least annually, the department shall audit the level of service during peak traffic hours and report the results of that audit at meetings of the administering agency.

(c) Single-occupant vehicles that are certified or authorized by the administering agency for entry into, and use of, the

high-occupancy vehicle lanes identified in paragraph (1) of subdivision (a) are exempt from Section 21655.5 of the Vehicle Code, and the driver shall not be in violation of the Vehicle Code because of that entry and use.

(d) The administering agency shall carry out the program in cooperation with the department pursuant to a cooperative agreement that addresses all matters related to design, construction, maintenance, and operation of state highway system facilities in connection with the value pricing high-occupancy vehicle program. With the assistance of the department, the administering agency shall establish appropriate traffic flow guidelines for the purpose of ensuring optimal use of the express lanes by high-occupancy vehicles without adversely affecting other traffic on the state highway system.

(e) (1) Agreements between the administering agency, the department, and the Department of the California Highway Patrol shall identify the respective obligations and liabilities of those entities and assign them responsibilities relating to the program. The agreements entered into pursuant to this section shall be consistent with agreements between the department and the United States Department of Transportation relating to programs of this nature. The agreements shall include clear and concise procedures for enforcement by the Department of the California Highway Patrol of laws prohibiting the unauthorized use of the high-occupancy vehicle lanes, which may include the use of video enforcement. The agreements shall provide for reimbursement of state agencies, from revenues generated by the program, or other funding sources that are not otherwise available to state agencies for transportation-related projects, for costs incurred in connection with the implementation or operation of the program.

(2) The revenue generated from the program shall be available to the administering agency for the direct expenses related to the operation (including collection and enforcement), maintenance, and administration of the demonstration program. Administrative expenses shall not exceed 3 percent of the revenues.

(3) All net revenue generated by the program that remains after payment of direct expenses pursuant to paragraph (2) shall be allocated pursuant to an expenditure plan adopted biennially by the administering agency for transportation purposes within the program area. The expenditure plan may include funding for the following:

(A) The construction of high-occupancy vehicle facilities, including the design, preconstruction, construction, and other related costs of the northbound Interstate 680 Sunol Smart Carpool Lane project.

(B) Transit capital and operations that directly serve the authorized corridors.

(f) Not later than three years after the administering agency first collects revenues from the program authorized by this section, the administering agency shall submit a report to the Legislature on its findings, conclusions, and recommendations concerning the demonstration program authorized by this section. The report shall include an analysis of the effect of the HOT lanes on the adjacent mixed-flow lanes and any comments submitted by the department and the Department of the California Highway Patrol regarding operation of the lane.

(g) The authority of the administering agency to conduct, administer, and operate a value pricing high-occupancy vehicle

program pursuant to this section shall terminate on that corridor four years after the administering agency first collects revenues from the HOT lane project on that corridor. The administering agency shall notify the department by letter of the date that revenues are first collected on that corridor.

SEC. 4. Section 149.6 is added to the Streets and Highways Code, to read:

149.6. (a) Notwithstanding Sections 149 and 30800, and Section 21655.5 of the Vehicle Code, the Santa Clara Valley Transportation Authority (VTA) created by Part 12 (commencing with Section 100000) of the Public Utilities Code may conduct, administer, and operate a value pricing program on any two of the transportation corridors included in the high-occupancy vehicle lane system in Santa Clara County in coordination with the Metropolitan Transportation Commission and consistent with Section 21655.6 of the Vehicle Code.

(1) VTA, under the circumstances described in subdivision (b), may direct and authorize the entry and use of those high-occupancy vehicle lanes by single-occupant vehicles for a fee. The fee structure shall be established from time to time by the authority. The fee shall be collected in a manner determined by the authority. A high-occupancy vehicle lane may only be operated as a high-occupancy toll (HOT) lane during the hours that the lane is otherwise restricted to use by high-occupancy vehicles.

(2) VTA shall enter into a cooperative agreement with the Bay Area Toll Authority to operate and manage the electronic toll collection system.

(b) Implementation of the program shall ensure that Level of Service C, as measured by the most recent issue of the Highway Capacity Manual, as adopted by the Transportation Research Board, is maintained at all times in the high-occupancy vehicle lanes, except that subject to a written agreement between the department and VTA that is based on operating conditions of the high-occupancy vehicle lanes, Level of Service D shall be permitted on the high-occupancy vehicle lanes. If Level of Service D is permitted, the department and VTA shall evaluate the impacts of these levels of service of the high-occupancy vehicle lanes, and indicate any effects on the mixed-flow lanes. Continuance of Level of Service D operating conditions shall be subject to the written agreement between the department and VTA. Unrestricted access to the lanes by high-occupancy vehicles shall be available at all times. At least annually, the department shall audit the level of service during peak traffic hours and report the results of that audit at meetings of the program management team.

(c) Single-occupant vehicles that are certified or authorized by the authority for entry into, and use of, the high-occupancy vehicle lanes in Santa Clara County are exempt from Section 21655.5 of the Vehicle Code, and the driver shall not be in violation of the Vehicle Code because of that entry and use.

(d) VTA shall carry out the program in cooperation with the department pursuant to a cooperative agreement that addresses all matters related to design, construction, maintenance, and operation of state highway system facilities in connection with the value pricing program. With the assistance of the department, VTA shall establish appropriate traffic flow guidelines for the purpose of ensuring optimal use of the express lanes by high-occupancy vehicles without adversely affecting other traffic on the state highway system.

(e) (1) Agreements between VTA, the department, and the Department of the California Highway Patrol shall identify the respective obligations and liabilities of those entities and assign them responsibilities relating to the program. The agreements entered into pursuant to this section shall be consistent with agreements between the department and the United States Department of Transportation relating to this program. The agreements shall include clear and concise procedures for enforcement by the Department of the California Highway Patrol of laws prohibiting the unauthorized use of the high-occupancy vehicle lanes, which may include the use of video enforcement. The agreements shall provide for reimbursement of state agencies, from revenues generated by the program, federal funds specifically allocated to the authority for the program by the federal government, or other funding sources that are not otherwise available to state agencies for transportation-related projects, for costs incurred in connection with the implementation or operation of the program.

(2) The revenues generated by the program shall be available to VTA for the direct expenses related to the operation (including collection and enforcement), maintenance, and administration of the program. The VTA's administrative costs in the operation of the program shall not exceed 3 percent of the revenues.

(3) All remaining revenue generated by the demonstration program shall be used in the corridor from which the revenues were generated exclusively for the preconstruction, construction, and other related costs of high-occupancy vehicle facilities and the improvement of transit service, including, but not limited to, support for transit operations pursuant to an expenditure plan adopted by the VTA.

(f) Not later than three years after VTA first collects revenues from any of the projects described in paragraph (1) of subdivision (a), VTA shall submit a report to the Legislature on its findings, conclusions, and recommendations concerning the demonstration program authorized by this section. The report shall include an analysis of the effect of the HOT lanes on adjacent mixed-flow lanes and any comments submitted by the department and the Department of the California Highway Patrol regarding operation of the lanes.

(g) The authority of VTA to conduct, administer, and operate a value pricing high-occupancy vehicle program on a transportation corridor pursuant to this section shall terminate on that corridor four years after VTA first collects revenues from the HOT lane project on that corridor. VTA shall notify the department by letter of the date that revenues are first collected on that corridor.

**The Guiding Framework for the
I-680 Sunol SMART Carpool Lane Joint Powers Authority (SSCLJPA)
4-Year Pilot Project**

- A. The I-680 Sunol SMART Carpool Lane Corridor extends from the interchange of State Route 84 in the Sunol Valley in Alameda County to State Route 237 (Calaveras Blvd.) in Santa Clara County.
- B. The I-680 Sunol SMART Carpool Lane Corridor is 14± miles in length, with 11.7± miles in Alameda County and 2.3 miles in Santa Clara County.
- C. Assembly Bill 2032 (Dutra) established that the SSCLJPA shall be the agency that conducts, administers and operates a value pricing high-occupancy vehicle program in the I-680 Sunol Corridor and identifies the Alameda County Congestion Management Agency (ACCMA), the Alameda County Transportation Improvement Agency (ACTIA) and the Santa Clara Valley Transportation Authority (VTA) as members of the JPA.
- D. The governing board of the JPA shall be composed of representatives from the Member Agencies' governing boards based on the proportional length of the Corridor and financial contributions of the Member Agencies. The representation shall be: two board members from ACCMA, two board members from ACTIA and one board member from VTA.
- E. The Management Committee shall be composed of representatives from the following organizations: The Alameda County Congestion Management Agency, the Alameda County Transportation Improvement Authority, the Santa Clara Valley Transportation Authority, the California Department of Transportation, the California Highway Patrol, and the Bay Area Toll Authority. Representatives from other appropriate organizations or agencies will be invited to participate in meetings of the committee. The Management Committee serves as the forum where the sponsoring agency, ACCMA, and the other participating agencies provides technical oversight to identify and resolve issues related to the development and operations of the I-680 Sunol SMART Carpool Lane.
- F. The managing agency of the day-to-day development and operation of the I-680 Sunol SMART Carpool Lane Corridor project shall be the ACCMA.
- G. The Managing Agency on behalf of the JPA shall develop agreements in consultation with the California Department of Transportation (Caltrans), the California Highway Patrol (CHP) and the Bay Area Toll Authority (BATA). Final approval of the Agreements shall be by the JPA Board of Directors.
- H. The Managing Agency shall submit biennial operating and capital budgets to the JPA Board of Directors for approval six months prior to the start of the new fiscal year.
- I. The Managing Agency shall, in consultation with Member Agencies and the Management Committee, develop a two-year biennial Strategic Expenditure Plan that sets forth planned

expenditures of the net revenue for the: (A) high-occupancy vehicle facilities including the northbound I-680 Sunol SMART Carpool Lane project and (B) the transit capital and operations projects that directly serve the Corridor.

- J. The Managing Agency shall develop the required report to the California Legislature in consultation with the Member Agencies and the Management Committee and, after approval of the JPA Board of Directors, submit the report to the Legislature.

I-680 Smart Carpool Lane Public Outreach Phase 1

Project Description

The ACCMA completed a feasibility study for the implementation of High Occupancy Toll (HOT) Lanes in the Sunol Corridor. The study concluded that such lanes are feasible, so the team of the ACCMA, the Alameda County Transportation Improvement Authority (ACTIA), Caltrans, Bay Area Toll Authority/Metropolitan Transportation Commission and California Highway Patrol is proceeding with the development of this project. The project is considered a pilot project intended to demonstrate the value of HOT lanes in the Bay Area established in a modified HOV lane.

The project will convert the existing southbound HOV Lane over Sunol Grade into a High Occupancy Toll lane by implementing an Electronic Toll System (ETS) in the lane as Caltrans widens the overall facility to standard widths.

The Lane will be operated by the Sunol Smart Carpool Lane Joint Powers Authority as directed by AB 2032, signed by the Governor September 9, 2004. The ACCMA, serving as the administering agency is managing the project to establish the facility.

Scope of Work

Task 1: Public Outreach Plan

The consultant will work with both the Project Team and the Management Steering Committee to develop an appropriate Public Outreach Plan. Final plan approval rests with the Policy Advisory Committee/Joint Powers Board. The Plan will incorporate, but is not necessarily limited to the following tasks.

Deliverables:

- Draft Public Outreach Plan
- Comment log, indicating changes to the Plan
- Final Public Outreach Plan

Task 2: Conduct Public Meeting in I-680 Corridor

The consultant will prepare all materials, complete all logistics associated with the public outreach meeting, facilitate the meeting, document comments at the meeting and prepare a written report documenting the comments and responses to comments. The work for this task will begin upon issuance of the Notice to Proceed in order to conduct the meeting no later than September.

The work on this task will include, but is not limited to:

- Confirm Alameda County jurisdictions affected by the project

- Develop mailing lists and identify other appropriate notification opportunities
- Prepare materials for meetings
- Identify and implement a method for notifying corridor travelers outside of Alameda County
- Identify and implement a method for responding to comments
- Report results and recommendations to the Policy Advisory Committee/JPB

Deliverables:

- Mailing list
- Draft announcement
- Final announcement
- Meeting location
- Facilitate the meeting
- Written Report documenting the comments and response to comments from the meeting

Task 3: Stakeholder Task Force

The Stakeholder Task Force will provide input on specific issues including but not limited to the design, tolling and usage policies of the Smart Carpool Lane and provide project advocacy as appropriate. Stakeholders could include representatives from the following: local jurisdictions, transit agencies, business, environmental organizations, transit riders, carpoolers in the corridor, and single occupant drivers. This is not an exhaustive list, others may be added as appropriate.

The consultant will assist the Project Manager in forming and meeting with this task force. The work on this task will include, but is not limited to:

- Identify participants for the Stakeholder Task Force to provide feedback on design and operational issues during the design and pre-implementation of the project
- Interview with stakeholders and develop other methods as appropriate to elicit input from stakeholders
- Support the Quarterly Task Force Meetings, including the documentation of input on design, tolling, and usage policies
- Provide input on and concur with the issues to cover in the Focus Group Sessions

Deliverables:

- Stakeholder Task Force member roster
- Conduct interviews
- Preparation and distribution of Task Force Meeting documents
- Meeting arrangements

Task 4: Focus Groups

Following the Public Meetings and the formation of the Stakeholder Task Force, the need for clarification of various issues is anticipated. Focus Groups will be used to test concepts and better define the concerns of the motoring public. This work will provide early public opinion on specific issues effecting the development of the Electronic Toll System, including but not limited to the appearance, tolling and usage policies of the Smart Carpool Lane.

The work on this task will include, but is not limited to:

- Plan and conduct the Sessions
- Provide a report of the results

Deliverables:

- Focus Group Meetings
- Draft Report of findings from Focus Group Meetings
- Final Report of findings from Focus Group Meetings